

REPORT OF THE POSTMASTER GENERAL,

COMMUNICATING,

In compliance with a resolution of the Senate, a copy of the contract with J. Butterfield and his associates for carrying the mail from the Mississippi river to the Pacific ocean.

MARCH 3, 1859.—Ordered to lie on the table and be printed.

POST OFFICE DEPARTMENT,
March 3, 1859.

SIR: Agreeably to the resolution of the Senate of the 17th ultimo, I have the honor to furnish herewith, marked A, a copy of the contract with John Butterfield and his associates for carrying the mail from the Mississippi river to the Pacific ocean, or from or to any intermediate points, and also a copy of the act of Congress approved March 3, 1857, under which the contract was made.

No other contract or agreement has been made and no other securities given, except those named in the copy herewith sent.

Payments have been made as follows:

November 1, 1858, to John Butterfield, assignee.....	\$24,456 52
February 4, 1859, to John Butterfield, assignee.....	50,000 00
February 7, 1859, to H. F. Vail, cashier, assignee.....	50,000 00
February 12, 1859, to H. F. Vail, cashier, assignee.....	50,000 00
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	174,456 52

all on account of services for the quarter ending December 31, 1858.

I also transmit herewith a statement, marked B, showing the time made each trip between San Francisco and the Mississippi river.

It is impossible at this time to state *fully* "what letters, packages, and despatches, or other matter, have been carried or transported by said company" and the amount of postages thereon, or the number of passengers conveyed and for what compensation.

On the 18th instant the postmasters at St. Louis and Memphis were instructed, by telegraph, to report as far as possible on these points, and their answers are as follows:

The postmaster at St. Louis, under date of the 24th ultimo, sends copies of his accounts of mails received and sent, and says:

"The total receipts, as shown by these returns, is \$2,723 27. The free letters number 1,835. I have no certain data as to the number of letters or packages, but doubtless most of these letters passed for three cents, assuming half each 3 and 10 the number would be 59,000 exclusive of those free say, over 1,800.

"It is proper I should state, also, that since November last newspaper publishers at both ends have sent and received printed slips of news items free, as exchanges, which are not included as letters. The last mail, received since your order, was found to contain *twenty-three* through and *seventy-one* way packages. It is proper I should state, also, that the postmaster at San Francisco was, until lately, in the habit of making up packages direct for many distributing post offices on the Atlantic seaboard, and even some of the interior offices, east and north of here, and he still makes up direct for the New York office, thus making the value of mail matter which I communicate much smaller than it is in fact. These letters, also, all pay 10 cents.

"There are several points in this connexion to which I wish to ask your attention.

"First. When this mail went into operation I did not feel willing to transmit letters over the route unless the parties sending them requested this route to be used, and placed on the letter 'via overland.'

"Second. The country tributary to this distributing post office had directed so long their packages 'via New York,' that the habit continued until recently, thus, in fact, cutting a supply from this route.

"Third. The 'way stations,' for a long time continued to be supplied by the old, although less direct routes; and hence our 'way mails' continued small.

"But all these difficulties are fast fading away, and the through and way mails are constantly increasing. The line is so regular that many offices (especially within the week after the departures of the steamers) send their through matter this way, and thus always anticipate the next steamer, while the way offices are by this route supplied, not only days, but often weeks, in advance of former methods. As the route becomes more known, its transit being so regular, the business greatly increases.

"I am as yet unable to answer the last part of your inquiry relative to passengers."

The postmaster at Memphis also sends copies of his accounts, showing postages to the amount of \$247 74, but attempts no enumeration of the letters.

Assuming that there were an equal number of three and ten cents letters, (as done by the postmaster at St. Louis,) the number would be	5,367
Number of free letters.....	189
Whole number at St. Louis, including free letters.....	60,800

Total to February 24.....	66,356
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The report of the postmaster at St. Louis affords probably a near approximation to the number of letters conveyed between that point and San Francisco and intermediate points, namely, 60,800.

His accounts show the actual postage.....	\$2,723	27
Estimate of number of letters at Memphis.....	5,556	247 74

Total to February 24.....	66,356	2,971 01
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Postmasters having had no instructions to keep separate accounts of letters sent and received by the route in question, it is now next to impossible, by any means, to make a correct enumeration as to the past. The nearest approach to it would be by examining all the post bills received at the several post offices on the route and the bills shown by the accounts to have been sent from those offices to offices on other routes, involving an amount of labor which could not be accomplished by the regular clerical force in addition to the current duties of this department.

The post bills to San Francisco (and California generally) are not returned to this department, on account of their great bulk, but retained in that office. The postmaster was written to on 19th instant, and instructed to furnish all possible information in answer to the inquiries as to the number of letters and passengers conveyed; but, of course, his answer cannot be received in time to be laid before the present Congress.

In future monthly reports will be made to this department of the actual number of letters, &c., conveyed, with the amount of postages, so that a more full and satisfactory answer to the inquiries of the Senate can be submitted at the meeting of the next Congress.

In reference to the number of passengers conveyed and the compensation made for the same over the said route, inquiries have been addressed to the general office of the company, New York, and whatever reply is received will be laid before the Senate at the earliest possible moment.

I have the honor to be, very respectfully, &c.,

HORATIO KING,

Acting Postmaster General.

PRESIDENT OF THE SENATE.

OVERLAND MAIL SERVICE TO CALIFORNIA.

In order to carry into effect the act of Congress approved the third of March, 1857, relative to the overland mail to California, the department issued the following notice, and caused the same to be regularly advertised according to law:

“POST OFFICE DEPARTMENT, *April 20, 1857.*

“An act of Congress, approved March 3, 1857, making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1858, provides:

“ ‘SEC. 10. That the Postmaster General be, and he is hereby, authorized to contract for the conveyance of the entire letter mail from such point on the Mississippi river as the contractors may select to San Francisco, in the State of California, for six years, at a cost not exceeding three hundred thousand dollars per annum for semi-monthly, four hundred and fifty thousand dollars for weekly, or six hundred thousand dollars for semi-weekly service, to be performed semi-monthly, weekly, or semi-weekly, at the option of the Postmaster General.

“ ‘SEC. 11. That the contract shall require the service to be performed with good four-horse coaches or spring wagons, suitable for the conveyance of passengers as well as the safety and security of the mails.

“ ‘SEC. 12. That the contractor shall have the right of pre-emption to three hundred and twenty acres of any land not then disposed of or reserved, at each point necessary for a station, not to be nearer than ten miles from each other; and provided that no mineral land shall be thus pre-empted.

“ ‘SEC. 13. That the said service shall be performed within twenty-five days for each trip; and that, before entering into such contract, the Postmaster General shall be satisfied of the ability and disposition of the parties *bona fide* and in good faith to perform the said contract, and shall require good and sufficient security for the performance of the same—the service to commence within twelve months after the signing the contract.’

“Proposals will accordingly be received at the Contract Office of the Post Office Department until 3 p. m. of the 1st day of June, 1857, for conveying mails under the provisions of the above act.

“Besides the starting point on the Mississippi river, bidders will name intermediate points proposed to be embraced in the route, and otherwise designate its course as nearly as practicable.

“Separate proposals are invited for *semi-monthly*, *weekly*, and *semi-weekly* trips each way.

“The decision upon the proposals offered will be made after the Postmaster General shall be satisfied of the ability and disposition of the parties in good faith to perform the contract.

“A guarantee is to be executed, with good and sufficient sureties, that the contract shall be executed, with like good security, whenever the contractor or contractors shall be required to do so by the Postmaster General, and the service must commence within twelve months after the date of such contract.”

In pursuance of the said advertisement, the Postmaster General and his three assistants assembled in the Contract Office and opened the respective bids, making the following abstract of them, and causing said abstract to be copied into a separate book, and also in the route book for California.

ABSTRACT OF THE BIDS.

John Butterfield, William B. Dinsmore, William G. Fargo, James V. P. Gardner, Marcus L. Kinyon, Hamilton Spencer, and Alexander Holland: From St. Louis, by Springfield, and from Memphis, by Little

Rock, connecting at a common point at or eastward of Albuquerque; thence west, to and along the military road to Colorado river; thence up the valley of the Mohahoc river, to and through the Tejon passes of the Sierra Nevada; and thence along the best route to San Francisco; *weekly*, \$450,000; *semi-weekly*, \$600,000.

John Butterfield and others: From Memphis, by Little Rock, Albuquerque, mouth of Mohahoc, on the Colorado river, and one of the Tejon passes of the Sierra Nevada, to San Francisco; *semi-monthly*, \$300,000; *weekly*, \$450,000; *semi-weekly*, \$595,000.

John Butterfield and others: From St. Louis, by Springfield, to Albuquerque; thence, as above, to San Francisco; *semi-monthly*, \$300,000; *weekly*, \$450,000; *semi-weekly*, \$585,000.

James E. Birch: From Memphis, by Little Rock, Washington, Fulton, Clarksville, Gainesville, Fort Chadbourne, head spring of Conche river, to Pecos river, nearly due west; thence, along said Pecos river, Delaware creek, through the Guadalupe and Hueco mountains, to the Rio Grande; thence, over the emigrant road, to Fort Yuma; thence, by San Gorgona Pass, San Bernardino, Tejon, Tulare, or Salinas valleys, to San Francisco; *semi-weekly*, \$600,000.

James Glover: From Memphis, by Helena, Little Rock, across Texas, to El Paso, Fort Yuma, San Bernardino, Los Angeles; thence, between the Coast Range and Sierra Nevada mountains, to San Francisco; or, from Vicksburg, by Shreveport, to El Paso, &c., &c., (as above;) *semi-monthly*, \$300,000; *weekly*, \$450,000; *semi-weekly*, \$600,000.

S. Howell and A. E. Pace: From Gaines' Landing, on the Mississippi, to San Francisco; term of four years; commence at Vicksburg, if preferred; *weekly*, \$1,000,000 for the first year, \$800,000 for the second year, \$700,000 for the third year, \$600,000 for the fourth year.

David D. Mitchell, Samuel B. Churchill, Robert Campbell, William Gilpin, and others: From St. Louis to San Francisco; *semi-weekly*, \$600,000.

James Johnston, jr., and Joseph Clark: From St. Louis, by Fort Independence, Fort Laramie, Salt Lake City, or any other point named by the department, to San Francisco; *semi-monthly*, \$260,000; *weekly*, \$390,000; *semi-weekly*, \$520,000.

Irregular (after time) bid. *William Hollingshead*, president of Minnesota, Nebraska, and Pacific Mail Transportation Company: From St. Paul, by Fort Ridgeley, South Pass, Soda Springs, Humboldt river, Honey Lake valley, Noble's Pass, Shasta City, to Francisco; *semi-weekly*, \$550,000.

On the second day of July, 1857, the department, after full and mature consideration, made the following order in relation to the route selected and the bid accepted:

" 12,578. From St. Louis, Missouri, and from Memphis, Tennessee, converging at Little Rock, Arkansas; thence, *via* Preston, Texas, or as nearly so as may be found advisable, to the best point of crossing the Rio Grande, above El Paso, and not far from Fort Fillmore; thence, along the new road being opened and constructed under the direction of the Secretary of the Interior, to Fort Yuma, California;

thence, through the best passes, and along the best valleys for safe and expeditious staging, to San Francisco.

"The foregoing route is selected for the overland mail service to California, as combining, in my judgment, more advantages and fewer disadvantages than any other.

"No bid having been made for this particular route, and all the bidders (whose bids were considered regular under the advertisement and the act of Congress) having consented that their bids may be held and considered as extending and applying to said route:

"Therefore, looking at the respective bidders, both as to the amount proposed and the ability, qualifications, and experience of the bidders to carry out a great mail service like this, I hereby order that the proposal of John Butterfield, of Utica, New York; William B. Dinsmore, of New York city; William G. Fargo, of Buffalo, New York; James V. P. Gardner, of Utica, New York; Marcus L. Kinyan, of Rome, New York; Alexander Holland, of New York city, and Hamilton Spencer, of Bloomington, Illinois, at the sum of \$595,000 (five hundred and ninety-five thousand dollars) per annum for semi-weekly service, be accepted; the contractors, however, to have the privilege of selecting lands, under the act of Congress, on only one of the roads, or branches, between Little Rock and the Mississippi river—the one selected by them to be made known and inserted in the contract at the time of its execution."

Subsequently, on re-examining the proposal, the above acceptance was modified so as to fix the pay at \$600,000 per annum, that being the true amount of the bid.

Under strong representations that a better junction of the two branches of said road could be made at Preston than at Little Rock, on the eleventh day of September, 1857, the following order was made:

"That whenever the contractors and their sureties shall file in the Post Office Department a request, in writing, that they desire to make the junction of the two branches of said road at Preston, instead of Little Rock, the department will permit the same to be done by some route not further west than to Springfield, Missouri, thence by Fayetteville, Van Buren, and Fort Smith, in the State of Arkansas, to the said junction, at or near the town of Preston, in Texas; but said new line will be adopted on the express condition that the said contractors shall not claim or demand from the department, or from Congress, any increased compensation for or on account of such change in the route from St. Louis, or of the point of junction of the two routes from Little Rock to Preston; and on the further express condition that whilst the *amount* of lands to which the contractors may be entitled under the act of Congress may be estimated on either of said branches from Preston to St. Louis or Memphis, at their option, yet the said contractors shall take one-half of that amount on each of said branches, so that neither shall have an advantage in the way of stations and settlement over the other; and in case said contractors, in selecting and locating their lands, shall disregard this condition, or give undue advantage to one of said branches over the other, the department reserves the power of discontinuing said new route from

St. Louis to Preston, and to hold said contractors and their sureties to the original route and terms expressed and set forth in the body of this contract."

In pursuance of the above orders and proceedings, on the 16th day of September, 1857, the following contract was entered into between the department and the contractors whose bid has been accepted :

A.

No. 12,578.—\$600,000 per annum.

This article of contract, made the sixteenth day of September, in the year one thousand eight hundred and fifty-seven, between the United States (acting in this behalf by their Postmaster General) and John Butterfield, of Utica, New York, William B. Dinsmore, of New York city, William G. Fargo, of Buffalo, New York, James V. P. Gardner, of Utica, New York, Marcus L. Kinyon, of Rome, New York, Alexander Holland, of New York city, and Hamilton Spencer, of Bloomington, Illinois, and Danford N. Barney, of the city of New York, Johnston Livingston, of Livingston, New York, David Moulton, of Floyd, New York, and Elijah P. Williams, of Buffalo, New York, witnesseth :

That whereas John Butterfield, William B. Dinsmore, William G. Fargo, James V. P. Gardner, Marcus L. Kinyon, Alexander Holland, and Hamilton Spencer, have been accepted, according to law, as contractors for transporting the entire letter mail, agreeably to the provisions of the 11th, 12th, and 13th sections of an act of Congress, approved March 3, 1857, (making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1858,) from the Mississippi river to San Francisco, California, as follows, viz: from St. Louis, Missouri, and from Memphis, Tennessee, converging at Little Rock, Arkansas; thence, *via* Preston, Texas, or as near so as may be found advisable, to the best point of crossing the Rio Grande above El Paso, and not far from Fort Fillmore; thence, along the new road being opened and constructed under the direction of the Secretary of the Interior, to or near Fort Yuma, California; thence, through the best passes and along the best valleys for safe and expeditious staging, to San Francisco, California, and back, twice a week, in good four-horse post coaches or spring wagons suitable for the conveyance of passengers as well as the safety and security of the mails, at six hundred thousand dollars a year, for and during the term of six years, commencing the sixteenth day of September, in the year one thousand eight hundred and fifty-eight, and ending with the fifteenth day of September, in the year one thousand eight hundred and sixty-four: Now, therefore, the said John Butterfield, William B. Dinsmore, William G. Fargo, James V. P. Gardner, Marcus L. Kinyon, Alexander Holland, and Hamilton Spencer, contractors, and Danford N. Barney, Johnston Livingston, David Moulton, and Elijah P. Williams, their sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves: 1st. To carry said letter mail within the time fixed by the law above referred to—that is, within twenty-five days

for each trip, and according to the annexed schedule of departures and arrivals; 2d. To carry said letter mail in a safe and secure manner, free from wet or other injury, in a boot, under the driver's seat, or other secure place, and in preference to passengers, and to their entire exclusion, if its weight and bulk require it; 3d. To take the said letter mail and every part of it from, and deliver it and every part of it at, each post office on the route, or that may hereafter be established on the route, and into the post office at each end of the route, and into the post office at the place at which the carrier stops at night, if one is there kept; and if no office is there kept, to lock it up in some secure place, at the risk of the contractors.

They also undertake, covenant, and agree with the United States, and do bind themselves, jointly and severally, as aforesaid, to be answerable for the persons to whom the said contractors shall commit the care and transportation of the mail, and accountable to the United States for any damages which may be sustained by the United States through their unfaithfulness or want of care; and that the said contractors will discharge any carrier of said mail when required to do so by the Postmaster General; also, that they will not transmit, by themselves or their agent, or be concerned in transmitting, commercial intelligence more rapidly than by mail, other than by telegraph, and that they will not carry out of the mail letters or newspapers which should go by post; and further, the said contractors will convey, without additional charge, the special agents of the department, on the exhibition of their credentials.

They further undertake, covenant, and agree with the United States, that the said contractors will collect quarterly, if required by the Postmaster General, of postmasters on said route, the balances due from them to the General Post Office, and faithfully render an account thereof to the Postmaster General in the settlement of quarterly accounts, and will pay over to the General Post Office all balances remaining in their hands.

For which services, when performed, the said John Butterfield, William B. Dinsmore, William G. Fargo, James V. P. Gardner, Marcus L. Kinyon, Alexander Holland, and Hamilton Spencer, contractors, are to be paid by the United States the sum of six hundred thousand dollars a year, to wit: quarterly, in the months of May, August, November, and February, through the postmasters on the route, or otherwise, at the option of the Postmaster General of the United States; said pay to be subject, however, to be reduced or discontinued by the Postmaster General, as hereinafter stipulated, or to be suspended in case of delinquency.

It is hereby also stipulated and agreed by the said contractors and their sureties, that in all cases there is to be a forfeiture of the pay of a trip when the trip is not run; and of not more than three times the pay of the trip when the trip is not run and no sufficient excuse for the failure is furnished; and a forfeiture of a due proportion of it when a grade of service is rendered inferior to the mode of conveyance above stipulated; and that these forfeitures may be increased into penalties of higher amount, according to the nature or frequency of the failure and the importance of the mail; also, that fines may be

imposed upon the contractors, unless the delinquency be satisfactorily explained to the Postmaster General in due time, for failing to take from or deliver at a post office the said letter mail or any part of it; for suffering it to be wet, injured, lost or destroyed; for carrying it in a place or manner that exposes it to depredation, loss, or injury, by being wet or otherwise; for refusing, after demand, to convey a letter mail by any coach or wagon which the contractors regularly run or are concerned in running on the route beyond the number of trips above specified; or for not arriving at the time set in the schedule. And for setting up or running an express to transmit letters or commercial intelligence in advance of the mail, or for transmitting knowingly, or after being informed, any one engaged in transporting letters or mail matter in violation of the laws of the United States, a penalty may be exacted of the contractors equal to a quarter's pay; but in all other cases no fine shall exceed three times the price of the trip. And whenever it is satisfactorily shown that the contractors, their carrier or agent, have left or put aside the said letter mail, or any portion of it, for the accommodation of passengers, they shall forfeit not exceeding a quarter's pay.

And it is hereby further stipulated and agreed by the said contractors and their sureties that the Postmaster General may annul the contract for repeated failures; for violating the post office laws; for disobeying the instructions of the department; for refusing to discharge a carrier when required by the department; for assigning the contract, or any part of it, without the consent of the Postmaster General; for setting up or running an express as aforesaid; or for transporting persons conveying mail matter out of the mail as aforesaid; or whenever either of the contractors shall become a postmaster, assistant postmaster, or member of Congress: and this contract shall in all its parts be subject to the terms and requirements of an act of Congress passed on the twenty-first day of April, in the year of our Lord one thousand eight hundred and eight, entitled "An act concerning public contracts."

And the Postmaster General may also annul the contract whenever he shall discover that the same, or any part of it, is offered for sale in the market for the purpose of speculation.

It is hereby further stipulated and agreed, that if obstacles, such as the want of water or feed, or physical obstructions, should be found between the points herein designated, so that time cannot be made, and a better line can be found between those points, the Postmaster General may vary the route to such better line.

And it is also further understood and agreed, that the contractors shall have all the rights of pre-emption, whatever they may be, secured by the 12th section of the act of Congress aforesaid, approved March 3, 1857, on either of the lines from the Mississippi river to the point of their junction with the main stem, but not on both—the election to be made by them at any time within twelve months after the date of the execution of this contract.

In witness whereof, the said Postmaster General has caused the seal of the Post Office Department to be hereto affixed, and has attested the same by his signature, and the said contractors and their sureties

have hereunto set their hands and seals the day and year set opposite their names respectively.

AARON V. BROWN, [L. S.]
Postmaster General.

JOHN BUTTERFIELD.	[L. S.]	Sept. 16.
W. B. DINSMORE.	[L. S.]	"
WM. G. FARGO.	[L. S.]	"
J. V. P. GARDNER.	[L. S.]	"
M. L. KINYON.	[L. S.]	"
ALEX. HOLLAND.	[L. S.]	"
H. SPENCER.	[L. S.]	"
D. N. BARNEY.	[L. S.]	"
JOHNSTON LIVINGSTON.	[L. S.]	"
DAVID MOULTON.	[L. S.]	"
ELIJAH P. WILLIAMS.	[L. S.]	"

Signed, sealed, and delivered by the Postmaster General in the presence of—

WM. H. DUNDAS.

And by the other parties hereto in the presence of—

REVERDY JOHNSON.

ISAAC V. FOWLER.

I hereby certify that I am well acquainted with Danford N. Barney, Johnston Livingston, David Moulton, and Elijah P. Williams, and the condition of their property, and that, after full investigation and inquiry, I am well satisfied that they are good and sufficient sureties for the amount in the foregoing contract.

ISAAC V. FOWLER,

Postmaster at New York, N. Y.

[Endorsement.]

Ordered: That whenever the contractors and their securities shall file in the Post Office Department a request in writing that they desire to make the junction of the two branches of said road at Preston, instead of Little Rock, the department will permit the same to be done by some route not further west than to Springfield, in Missouri, thence by Fayetteville, Van Buren, and Fort Smith, in the State of Arkansas, to the said junction at or near the town of Preston, in Texas; but said new line will be adopted on the express condition that the said contractors shall not claim or demand from the department or from Congress any increased compensation for or on account of such change in the route from St. Louis, or of the point of junction of the two routes from Little Rock to Preston; and on the further express condition, that whilst the *amount* of lands to which the contractors may be entitled under the act of Congress may be estimated on either of said branches from Preston to St. Louis, or Memphis, at their option, yet the said contractors shall take one-half of that amount on each of said branches, so that neither shall have an advantage in the way of stations and settlement over the other; and in case said

contractors, in selecting and locating their lands, shall disregard this condition, or give undue advantage to one of said branches over the other, the department reserves the power of discontinuing said new route from St. Louis to Preston, and to hold said contractors and their securities to the original route and terms expressed and set forth in the body of this contract.

AARON V. BROWN,
Postmaster General.

SEPTEMBER 11, 1857.

B.

A table showing the time in carrying the great overland mail between St. Louis and Memphis and San Francisco, route No. 12578, from September 16, 1858, to December 31, 1858.

Date of departure from St. Louis and Memphis.	Date of arrival at San Francisco.	Number of days in making trip.
September 16, 1858.....	October 10, 1858.....	24
September 20, 1858.....	October 15, 1858.....	25
September 23, 1858.....	October 17, 1858.....	24
September 27, 1858.....	October 23, 1858.....	26
September 30, 1858.....	October 26, 1858.....	26
October 4, 1858.....	October 30, 1858.....	26
October 7, 1858.....	November 1, 1858.....	25
October 11, 1858.....	November 5, 1858.....	25
October 14, 1858.....	November 7, 1858.....	24
October 18, 1858.....	November 12, 1858.....	25
October 21, 1858.....	November 15, 1858.....	25
October 25, 1858.....	November 19, 1858.....	25
October 28, 1858.....	November 22, 1858.....	25
November 1, 1858.....	November 27, 1858.....	26
November 4, 1858.....	November 29, 1858.....	25
November 8, 1858.....	December 2, 1858.....	24
November 11, 1858.....	December 6, 1858.....	25
November 15, 1858.....	December 11, 1858.....	26
November 18, 1858.....	December 16, 1858.....	28
November 22, 1858.....	December 18, 1858.....	26
November 25, 1858.....	December 20, 1858.....	25
November 29, 1858.....	December 25, 1858.....	26
December 2, 1858, St. Louis.....	December 25, 1858.....	23
December 2, 1858, Memphis.....	December 29, 1858.....	27
December 6, 1858, St. Louis.....	December 29, 1858.....	23
December 6, 1858, Memphis.....	January 3, 1859.....	28

B—Continued.

Date of departure from San Francisco.	Date of arrival at St. Louis.	Number of days in making trip.
September 16, 1858.....	October 9, 1858.....	23
September 20, 1858.....	October 16, 1858.....	26
September 24, 1858.....	October 18, 1858.....	24
September 27, 1858.....	October 23, 1858.....	26
October 1, 1858.....	October 26, 1858.....	25
October 4, 1858.....	October 30, 1858.....	26
October 8, 1858.....	November 3, 1858.....	26
October 11, 1858.....	November 6, 1858.....	26
October 15, 1858.....	November 9, 1858.....	25
October 18, 1858.....	November 14, 1858.....	27
October 22, 1858.....	November 16, 1858.....	25
October 25, 1858.....	November 20, 1858.....	26
October 29, 1858.....	November 24, 1858.....	26
November 1, 1858.....	November 28, 1858.....	27
November 5, 1858.....	December 2, 1858.....	27
November 8, 1858.....	December 4, 1858.....	26
November 12, 1858.....	December 9, 1858.....	27
November 15, 1858.....	December 11, 1858.....	26
November 19, 1858.....	December 15, 1858.....	26
November 22, 1858.....	December 17, 1858.....	25
November 26, 1858.....	December 22, 1858.....	26
November 29, 1858.....	December 25, 1858.....	26
December 3, 1858.....	December 30, 1858.....	27
December 6, 1858.....	January 1, 1859.....	26

Date of departure from San Francisco.	Date of arrival at Memphis.	Number of days in making trip.
September 16, 1858.....	October 13, 1858.....	27
September 20, 1858.....	October 18, 1858.....	28
September 24, 1858.....	October 21, 1858.....	27
September 27, 1858.....	October 28, 1858.....	31
October 1, 1858.....	October 29, 1858.....	28
October 4, 1858.....	November 1, 1858.....	28
October 8, 1858.....	November 7, 1858.....	30
October 11, 1858.....	November 9, 1858.....	29
October 15, 1858.....	November 12, 1858.....	28
October 18, 1858.....	November 18, 1858.....	31
October 22, 1858.....	January 6, 1859, returned back to San Francisco by mistake.	
October 25, 1858.....	November 23, 1858.....	29
October 29, 1858.....	November 25, 1858.....	27
November 1, 1858.....	December 1, 1858.....	30
November 5, 1858.....	December 5, 1858.....	30
November 8, 1858.....	December 6, 1858.....	28
November 12, 1858.....	December 11, 1858.....	29
November 15, 1858.....	December 11, 1858.....	26
November 19, 1858.....	December 17, 1858.....	28
November 22, 1858.....	December 28, 1858.....	36
November 26, 1858.....	December 28, 1858.....	32
November 29, 1858.....	December 28, 1858.....	29
December 3, 1858.....	January 3, 1859.....	31
December 6, 1858.....	January 6, 1859.....	31

